# CLEARING UP SPECULATIVE ACCOUNTS ON STOCK MARKET

SCORED RAPID ADV ANCE AFTER EARLY DECLINES

Weakness, Which Resembled Demoralization, Followed by Effective Rally Later On.

### PRICES AT A HIGH LEVEL

But Doubtful Factors Keep Market Two-Sided and Irregular From Day to Day.

the weakness took on an appearance demoralization. The secondary result of this break in prices was shown later in the week in the effective rally to a level above that at which the preceding week ended. The whole episode represented rather a clearing up of speculative accounts than the influence of any potent factor in the course of events affecting values. The result, nevertheless, was to cause the unsettlement of speculative sentiment which is usual in such conditions, and which finds expression in the varying views among professional operators as

views among professional operators as to the healthfulness of the reaction or its significance as marking the culmination of an upward movement.

Weak Technical Position.

The weak technical position into which the market had fallen undoubledly was affected largely by the great profits which had accrued, and which had prompted their realizing sales, A distribution of speculative holdings into weak hands had been effected in that way.

ful forces in the market had retired for a period for opportunity to enjoy summer vacations and foreign travel.

Meantime, many of the more powerful forces in the market had retired for a period for opportunity to enjoy summer vacations and foreign travel. Such an influence, though apart from the purely financial considerations governing a market, is to be reckoned with in estimating its action. It may be taken as a presage of a coming period of absence from market operations by such forces, which would promise duliness and quiet. The withdrawal is a presumption of some dissatisfaction with the promise for future advantage, as well as a desire it or realize benefits already accrued.

Fear for the stability of prices at the high level to which they had been pushed was an element in this dissatisfaction. A violent reaction in the price of refined copper caused by the disclosure of the heavy increase of stocks in Europe was one illustration of the doubt that existed. A discrepancy was pointed out between the reports of large orders from railroads for new freight cars, and the increase in the already large total of freight cars in the country lying idle.

The Money Situation.

On the side of the money situation the persistent ease of interest rates in face of every requirement and demand forms a factor calculated to sustain the stock speculation. The July settlements will be heavy, and the existing surplus reserve of the New York banks is not large.

Yet call loan rates hang at 2 per cent. or below, and rates for time loans have receded during the week. Large sums, estimated in the total as high as \$100.000,000, have been borrowed abroad, and the active demand for exchange in connection with the London stock market settlement showed that large amounts of stocks are held in London for New York account. Gold went out during the week both to South America and to Europe. There are large new issues of securities in prospect in connection with the London came from Washington on account of the proposed tax on net earnings of corporations and the incidental effects of the law. The extent of the rebound in prices of stocks and the eff

## Iron and Steel Trade

NEW YORK, June 27.—The largest new contracts placed for steel products last week were for rails wire for products, merchant pipe and fabricated structural steel. The distribution of der was announced, as well as additional new contracts for about 165.000 tons. Contracts are still pending for about 25,000 tons, which will probably will be closed this week, making the total rail orders for June a little over 300,000 tons.

There has been but little decrease in the demand for wire products, the daily orders of the American Steel and Wire Company last week running between 9,000 and 10,000 tons, and specifications from 5,000 to 6,000 tons per 1043.

Numerous Small Orders.

The railroads have placed numerous small orders for bridges, viaduots and terminal work, including turntables.

Among the roads placing additional contracts are the St. Paul, the Chicago its and Northwestern, the Baltimore and Ohio, Long Island, Wabash, Iowa Central, Louisville and Nashville, Chicago, Burlington and Quincy, Pennsylvania lines, West, Sante Fe and the Southern Pacific.

The Pennsylvania Steel Company will supply 2,700 tons for a highway bridge low Numerous Small Orders.

supply 2,700 tons for a highway bridge at Portland for the United Engineering

at Portland for the United Engineering Company. Post and McCord have secured the contract for the American Bank Note building in the Bronx, requiring 4,000 tons. The Peoria and Pekin Union Rallway bridge, requiring 2,200 tons, will be furnished by the McClintic Marshall Construction Company, while the highway bridge over the Schuylkill, 2,600 tons, will be furnished by the Strobel Bridge Company. The total structural orders last week were 30,000 tons, including 4,000 tons of castings for several subsidiary companies of the United States Steel Corporation. Two cooling mills are to be erected at the Gary plant, requiring 5,000 tons of steel, which will be furnished by the American Bridge Company.

pany. Higher Prices.

Higher Prices.

Because of the congested condition of some of the finishing mills, due to recent large orders and specifications, premiums are being asked for prompt shipment of structural material from warehouses. Nearly all finished material is being held at higher prices, and even sheets are firmer in tone with less shading.

and even sheets are firmer in tone with less shading.

There has been less activity in pigfron, but negotiations cover about 30,600 tons of foundry iron for pipeworks; 20,000 tons of Basic and 9,000 it
tons of charcoal iron and 2,000 tons
coke iron for the Pennsylvania Railroad. Buffalo furnaces have taken
one order for 10,000 tons foundry fron
for pipe-works, while there are inguiries for 30,000 tons of Bessemer in

# THESTOCK MARKET OF THE WEEK.

(From the New York Evening Post of Saturday.)

STOCK EACH	17/14 (117)	ILANDAU	TIUN 9.	The special section	ALCO ACCUSTOMENTS
	This	Last		Iwo year	
Shares	week. 3,645,865	Week. 4.751.811	yesr. 1,593,385		6.026.600
Railway and miscellaneous bonds, Government bonds sold	\$23,520,000	\$26,183,000 870,000	\$8,628,000	\$4,635,000	\$7,608,000
Shares	1909. 97,216,296	1908. 83,269,787	1907. 116,654,400	1906. 148,715,250	1905. 136,819,886

THE STOCK MARKET OF THE WEEK.

Ruilway and Miscellaneous Shares. NEW YORK, June 27.—The stock market last week got an effective shaking out, in the course of which shaking out, in the course of which

	1908.	10161	909.		1	Veek e	nding J	une 26. Net
ligh 6%	Low.	High	Low 1254		Sales	. Hg	h. Low 151/8	. Close, ch. 161/4- 1/4
2%	14	54%	38	Allis-Chalmers Co., pr	1,900	151/4 521/4	501/2	51% - 14
044	451/8	88 /4	714	Amalgamated Copper	130,670 3,900	8216	7714	81½— ½ 11½— ½
678	44	86	711/2	American Can, pr Amer. Car and Foundry.	8,200	1194 81% 564	801/4	8014- %
9	8414	1174	10736	Amer. Car and Foundry. Amer. Car and Foun., pr.	8,300 500	117	11514	56½+ 1 117
4%	241/4	76%	421/6	American Cotton Oil American Linseed	17,700	764	7014	741/4+ 11/5
614	17	4734	. 12 . 29	American Linseed Amer. Linseed, pr	6,810	1736 44%	151/2	17 431/4— 13/4
9%	31%	6214	49	American Locomotive	10,600	5934	581/6	50%+ %
034	8784	1144	773/4 101	American Smelting Amer. Smelting, pr	77,750	91%	87% 100	11044 %
1	28	51	34 76	Amer Steel Foundry	500	49	48	4814-12
1	105	136 131	121 120	American Sugar, pr	960	124 % 121 %	1211/2	124 - 14
256	101	1427/6	125 901/4	Amer. Tel. and Tel. Co	13,900	1421/4	140%	141%+ 1% 100%
31/2	271/2	52	37%	American Sugar	9,750	4914	1001/4 465/6	48 - 1
11/4	66 83%	10614	9736 1004	Atchison	29.500	116	11314	115½- 1/6 106½+ 1
11/4	591/2	135	1071/2	Atchison, pr	1,600	18184 11794	1047/8	*129%- %
1 %	80	120 96	1031/2 92	Baltimore and Ohio, pr	37,350	93	93	117 - % 13 - 1%
7%	12	33%	18%	Bethlehem Steel	2.900	2914	271/2 501/8	201/2+ 1/8
984	3744	8274	47 67	Bethlehem Steel, pr Brooklyn Rapid Transit. Chesapeake and Ohio	25.850	60 80	7614	7954 + 156
936	251/4	801/4	50%	Chesapeake and Ohio	38,100	773%	75	76%+ %
214	1031/2	1574	141	Chicago Great Western Chi., Mil. and St. Paul	28,100	1531/2	150	15244 4
184	138 1351/4	17034	1551/2 1731/8	Ch., M. and St. Paul, pr. Chicago and Northwest	2,300	169 1821/2	168 180	169 1821/2— %
1	195	223	208	Chi. and Northwest, pr.	410	223	220	223 + 6
2 2	1584	791/2	68 29	Clev., Cin., Chi. and St. L. Colorado Fuel and Iron?	300	74% 48%	73 401/2	74%+ 76 43 + %
5	35	75	67	Col, Fuel and Iron, pr	100	75	76	75
9	21 50%	681/4 86	56 761/4	Col. and South. 1st pr	1,550 1,590	571% 811%	5614 81	50%- % 81¼+ ¼
5	39%	841/5	7314	Col. and South., 1st pr Col. and Soutr., 2d pr Col. Hock C. and I	995	801/4	8014	801/4
17	96	16514	2136	Consolidated Gas	2,500 9,220	64 141	6234 13754	139% - 114
13%	1411/4	200	167%	Delaware and Hudson	7,350	192%	186	191% + 2%
31/4	3914	90	37%	Denver and Rio Grande.  Den. and Rio Gran., pr  Distilling Securities	3,060	4934 88%	461/4 •86	*86 - 14
44	27¼ 12	41% 39	321/2 225/a	Distilling Securities	1,750	39¾ 36¼	38¼ 34	39½+1 35½- ¼
1%	24%	551/6	. 361/2	Erie, 1st pr	8,400	53	51	52%+ %
	16 50	75	281/4 61	Erie, 2d pr General Chemical Co	1,500 250	43¼ 75	42 74	43 75 + 5
3/4	111	16416	1501/6		3,400	162%	15914	16114+ 6 16
16	113%	7734	136%	Great Northern, pr	25,200	1491/4 76%	7414	75 - 14
3/4	12214	15134	137 11%			14814	14614	14814+ 14
1/2	17%	511/4	3634	InterMetropolitan! InterMetropolitan, pr. 1 International Paper	12,400	511/3	44%	511/4 + 4
14	8 47	1634	91/2 47%	International Paper Int. Paper, pr	5,250 1.915	631/5	14% 60%	1656+ 76
36	18	4846	37	Kansas City and South.	13.100	46	43	451/4+1
78 4/2	8714	74 74	67% 121	Kan. City and South., pr Louisville and Nashville	1,800	144	140	141 - 74
%	120	1531/5	142	Manhattan El	126 750	143 % 756	14374	143% - 1/8
76	16	275%	21	Merchant Marine pr	3,900	24%	2214	2416+ %
146	15 1716	42 44 %	21 351/4	Metro, Street Railway	750	27 41%	25 5914	25%— 1% 40%— %
14	46	7514	71	Mo., Kan. and Texas Mo., Kan. and Tex., pr	400	7216	7214	7214- %
1/2	2814 36	9014	65 714	National Lead	0.200	73 % 86%	71 8214 107	8544+ 1%
14	8714	11114	1024	National Lead, pr	200	10814	107	1051/2+ 1/2
74	2914	135	1201/2	N. Y., Ont, and Western	2,780	531/4	51	52 - 116
34	58 74	941/6	8414	N. Y., Ont. and Western : Norfolk and Western Norfolk and Western, pr	3,800	901/2 88	891/6 88	90½+1 88 + ¼
34	116%	154%	13314	Northern Pacific	60,700	152	149	150%+ %
12	24 105¾	3634	2916 12616	Pacific Mail Pennsylvania Railroad	8,200 27,430	13634	291/4 1351/a	13614 + 4%
16	80	1181/2	10114	People's Gas and Coke	2,900	11414	112	1131/4 1/8
14	17¼ 69	105	96	Pressed Steel Car, pr	840	103%	10214	10214-114
4	23%	19114	169	Pullman Palace Car	1.000	189 43	189 42	189 — 1 43 — 16
	10	108	97 %	Ry. Steel Spring, pr	100	105	105	105
14	921 <del>/</del> 78	159%	118 89	Readingbl	200	1551/5 917/6	147¼ 91¾	154½+ 3¼ 91½+ ¾ 97 - 1 81 + ¾
	76	10434	90	Reading, 2d pr	100	97	97 2914	97 - 1
14	14% 63	341/4	671/6	Republic I. and S., pr	2,500	31¼ •104¾ 31¾	*10316	*1014- %
14 14 14	101/2	341/5 727/6	20 %	Rock Island6	3,500	3134 7134	29 661 <u>4</u> 8014	30% 70%+ %
4.30	20% 36	831/2	68	Sloss-Sheff. Steel and I.	900	82	8014	
4	8714 6614	117	107%	Sloss-Sheff, S. and I., pr.	7.160	13134	1154s 1264	13036+ 36
14 14 14 14	105%	137	11834	Southern Pacific, pr 1	0.047	133% 32% 70%	12876	1324+ 4
1/4	916 251/2	32% 711/2	60	Southern Railway, pr	4.600	701/2	671/8	6914+ 16
1/4	2516	49	34%	Tonnessee Copper	2,100	391/4 351/4	291/2 671/4 371/2 33/4	82 11636+ 16 13078+ 56 13274+ 14 31 - 16 6974+ 14 3774- 274 3434- 14 10254+ 136 10254+ 136 38 - 14
14	12¾ 110¼	3754 195	1721/2	Union Pacific43	8,775	194%	186.79	192% + 1%
	7914	110	94	Union Pacific, pr 3	8,902 1,900	110 3814	971/2 38	102%+ 5% 38 - ¼
16	171/6 76	421 <u>4</u> 118 <u>4</u> 4	98	U. S. Rubber, 1st pr	2,500	381/4	115	115%- %
16	42 25%	84 6974	671/2	Pennsylvania Ralifoad. Penople's Gas and Coke. Pressed Steel Car. Pressed Steel Car. Pressed Steel Car. Pullman Palace Car. Ry. Steel Spring. Ry. Steel Spring. Ry. Steel Spring. Reading. Gas and Steel. Reading. Gas and Steel. Republic I ron and Steel. Rock Island. Gas and Steel. Rock Island. Gas and I. Sloss-Sheff. Steel and I. Sloss-Sheff. Steel and I. Southern Pacific. Southern Pacific. Tonnessee Copper Texas Pacific. Union Pacific. Union Pacific. Union Pacific. Union Pacific. U. S. Rubber, 1st pr. U. S. Rubber, 2d pr. United States Steel. U. S. Steel. U. S. Steel. S	8,000	83 6714	823/5 64 121	83 + 06 1
% % %	8174	128%	107	U. S. Steel, pr 2	7,800	1241/4 551/6	121	12334
	16 43	56¼ 66	40% 57	Va., Iron, Coal and Coke.	100	62	62 62	54%+ 1¼ 62 - ¼ 21½- ½
% 34	6% 13	24% 61%	15 41	U. S. Steel, pr	8,910 2,500	2214 5714	20¼ 53	21½— ½ 1 56 — 1%
	NAME OF TAXABLE PARTY.	12.44 A 10 10	March 17 (SERVE)			SECTION AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO	m25757900	200

BOND MARKET OF THE WEEK, Railway and Miscellaneous Bonds.							fred at equivalent to \$1.20 f. o. b. and for end of August at equivalent to \$1.21	3/119	
		Sales	-in-			Tow	Net One	f. o. b., and for early September at equal to \$1.20 f. o. b. Such transac-	
Migh 881/4	80	84	00. Allis Chalmers fives		High.	8514	Close, cn. 86 + 14 8014+ 14	equal to \$1.20 f. o. b. Such transac- tions naturally tended to strengthen	Ш
80 % 112 %	106	219 23	American Tobacco for American Tobacco six	rs	80% 112	73% 11%	112 - 72	the hands of holders, as few members of the trade had fels confident of any	III
95 10136	9156 10014	290	Amer. Tel, and Tel. co Atch., T. and S. Fe ge Atch., T. and S. Fe ac	ol, fours	95	95	95 101¼+ ½	large business in the near future at	(11
9036	- 9214		Atch., T. and S. Fe ac	j. fours, stpd	94 9644	9374	93% - % 96½+ %	much over \$1.15. This buying was stimulated to a large extent by the	Ш
9734	941/5 86	6	Atlantic Coast Line fo Atlantic Coast Line, L	and N. fours	8934	961/4 80	8374 74	steady failing off in the exports from	al III
941/6	93 9934	26 37	Atlantic Coast Line, L. Baltimore and Ohio pr Baltimore and Ohio go	iof lien 31/4s	941/2	94	94 100½+ %	Argentina, while the visible supply in that country continues to dwirdle.	ч
90	77	46	Bethlehem Steel nves.		8372	88%	891/6+ 36	Moreover, the weather in Argentina	111
108	811/4 1011/4	185	Brooklyn Rapid Trans	t con fivee	107	107	87½+ ¼ 107 + ½	has not been satisfactory, and it is estimated that the area there has been	
111% 86	108% 79	1 14	Central of Georgia Ra Central of Georgia Ra Central of Georgia Ra	ilway con. hves	86	110%	1104- 14 86 + 5 864+ 54	cut down about 30 per cent. This means practically that the exportable	Ш
86% 117	80 114%	24	Chesaneake and Ohio	ilway first stpd.	8634 11484	84 11434	8644 + 54	surplus will be reduced, possibly more	111
10648	104	19	Chesapeake and Ohio Chesapeake and Ohio Chesapeake and Ohio	gen, 41/28	106 101	104	114% — 1/4 104% — 1/2	than 30,000,000 bushels in the coming year. This is undoubtedly a serious	311
104%	100% 102%	42 1	Chi. Mil. and St. Paul	gen, lours, s. A.	10473	1041/4	101 1011/4	loss, especially in view of the poor	
11654	115 901/2	70	Chicago and Northwes Chicago and Northwes	t con, sevens	115 90%	901/2	115 — ¼ 90½—1 97½— ¼	outlook in Germany, and makes our	
98 %	9714	37	Clev Cin Chi and S	. L. gen. fours	9754 98	971/5 973/6	97½— 1/8 98	meagre winter wheat area the more to be regretted, as we will have little	E HS
16014	9746 96%	108	Colorado Southern four Colorado Southern 41/2	8	9914	98%	99	ourselves to spare for export. The up- ward tendency was checked tempor-	Ш
50 10754	75 100	125	Con Tobacco fours Delaware and Hudson	CVL IOUFS	106	80 1041/6	80 + 1/2 1051/4+ %	arily by the continued fine weather in	unc
103 9816	101 96	94	Den and Rio Grande	fours	9714	1011/4 971/4	102 971/2	the West, which is enabling harvesters and threshers to make excellent prog-	1111
75%	74	25	Dist. Secur. Corp. five Erie con. fours, Ser. A Erie prior lien fours	B	76%	76	76 - 1/2		
87 91	63 85	15 6	Erie prior lien fours		90	8514 89%	85½- ¼ 90 - ¼	the North are approaching maturity	Ш
80 150	691/3 136	43	Erie gen, lien fours		14714	14514	1474- %	the North are approaching maturity with satisfactory celerity. This will result in a moderate increase in pri-	Ш
10114 8814	99% 87	28 11	Illinois Central refdg. International Paper of Int. Paper first sixes.	fours	99%	99%	99 % — 1/8 88	mary receipts, which is highly impor- tant, as available stocks are being re-	
10614	104	5	Int. Paper first sixes		105	105		duced to a remarkably low level	И
81%	72%	3,209 45	Int. Met. 448 Kansas City South, fir	st threes	7434	78 74%	105 + 1/2 801/4+ 1 745/4+ 5/2 1167/2+ 1/2	thereby greatly hindering business. Quiet Dealings in Corn.	Н
1171/4 1021/4	1151/4	10 75	Louisville and Nashvil Louisville and Nashvi	le gen. sixes	11674	1161/6	74%+ % 116½+ % 100	There was only a moderate Access	П
100	98	1	Manhattan Railway co Metro. Street Railway	n. fours	991/6 813/4	991/4 811/4	9914- 34	Of activity in the corn market not	ш
88 77	8114 71	129	Merchant Marine 44s. Mexican Central, con.	gen, nves, tr. ctr	7346	70%	73 +1	prices under increased offerings	
96¼ 100½	84 98%	5 30	Mexican Central, con. Mo., Kan. and Texas fi Mo., Kan. and Texas s	foursrst fours	96¾6 100¼	951/4	10014+ 14	prompted by the excellent weather West and improved crop prospects. The	jis H
8834 8516	S644 78%	24 17	Mo., Kan, and Texas a	second fours	87% 8214	87% 8214	95½— ¼ 100¼+ ¼ 87¼ 82½ 98¼— 4	temperature has been high all over the	
994	98	0.2	Manfalls and Wastonn a	on foure	09.7/	9814	9814- %	belt, with beneficial rainfall in many places, and barring accidents it is ex-	Н
96	93	151	Norfolk and Western of Norfolk and Western of Northern Pacific first	vt. fours	98%	931/4	93½— ¾ 98¾+ ¾	pected that the crop will be one of	П
104 106	10214	136 10	Pennsylvania Railroad	10urs	105%	1021/2	82½ 98½— % 93½— % 98%+ % 102% 105 104½— ¼	the largest on record.  Cotton Market's Week.	П
1014	1041/4	150	Pennsylvania Railroad Pennsylvania Railroad Pennsylvania Railroad	fours, 1948 conv. 358. 1913	10114	100%	1041/- 1/	Highest prices for both spot cotton	П
100%	99%	38 13	Reading gen. fours Richmond and Danville		1001144	100	100% - 1/4 100 - 1/8	and options for future deliveries for over a year were reached this week.	П
93	10814	9	Southern Pacific col. t	r. fours	93	9244	1101/4 93 + 1/4 1111/4	This has been due to a resumption of	ı
113	106 76	46 221	Southern Pacific col. t Southern Railway con Southern Railway four Tenn Coal and Iron ge Union Pacific first four Union Pacific first four Union States Publication	S	8314	1111/2 82 %	82% - %	the bull movement in futures, which carried the option list up to the basis	100
10314	1011/4	£0	Tenn, Coal and Iron go	n, fives	102%	102%	82 % — % 102% 103% + 1	of 11 3-8 cents, and their advance has	i.e
10514	1021/4	79 335	Chillen grates ithoner	BIAGO	TW	104%	T-1.4 F	stimulated a better demand for the actual cotton left unsold in the South	П
100	0.332	33	United States Steel five Virginia-Carolina Cher		253 72	97%	1061/4+ 1/4 98 - 1/4 77%- %	from last season's crop. The move-	H
9214	71% 84	119 68	Wabash rfg. fours Western Union fours		76% 88%	77% 87%	77%— % 87%— %	ment has been entirely of a speculative character, the adoption of short time	
Were	\$24,141.00	es fo	Western Union fours r the week, including \$	621,000 governmen	t and 1	munici	pal bonds,	among the English mills agreed upon last week, in which the members of	
APASSON .	Ann +- + (1) (1)	H11111667		Charles Charles Committee and	Office Company	SUSANDORUS.	CONTRACTOR OF STREET	the Master Spinners' Association will	Ш
in E	Pittsbur astern I	g di	strict.' Some furnaces sylvania are asking an					shut down on Saturday and Monday, from July 10 to September 37, not hav-	П
adva	nce of 2	50 p	er ton, while Southern	bacco planters crop is reported				ing more than a temporary depressing	L
from	the ma	rket	g since the withdrawal of the Tennessee Com-	tion and growi	nw rat	oldly.	A PROPERTY OF	effect on the markets. It has been considered as offset through the pros-	-
pany				The sales her	a last	Weak	amounted	pects for much enlarged consumption	器
100	NAME OF THE OWNER, OWNE			to only 6,000 r weekly amount	IOF L	ne ses	ison. The	for the American mills from the im- proving business in this country.	1
T)	Special 1	OT	Tobacco Market. he Times-Dispatch.]	sales for the sea	ason a	RRTORE	Lto 21.458	Week's Rauge of Prices.	100
L	NCHBU	RG	VA. June 27,-The	pounds over 19	08.	AND THE	11144,700	There was enormous profit-taking carly in the week which sent prices	級
	N. Silve	VIEW I			4	Lac			
1		9					WILLIAM I	The second of the second	
	The same		A TOTAL PROPERTY OF THE PARTY O		Name of				
7	THE CLEAN				or house of the	- consider	NAME OF TAXABLE PARTY.	MANAGEMENT AND STATE OF STATE	

Domestic Wheat Market Nervous

old before there will be any accumulations that will appear in the visible supply.

The Week's Late Rise.

Late in the week the market was more settled with a strong rising tendency. The upturn was considered healthy for the reason that it was based almost wholly, upon encouraging cables and active buying for export account, it being estimated that approximately 1,700,000 bushels were contracted for in less than three days. This large business was a source of surprise. This export business emphraced practically all varieties, including soft red winter, hard winter, new durum, and Manitoba for various deliveries from July to November inclusive. Among the sales were No. 2 red at equivalent to \$1.20 f. o. b. and for end of August at equivalent to \$1.21 f. o. b., and for early September at equal to \$1.20 f. o. b. Such transactions naturally tended to strengthen the hands of holders, as few members of the trade had tele confident of any large business in the near future at the strengthen the part of the trade had tele confident of any large business in the near future at

off about \$1 per bale. This was later recovered, with the market closing strong yesterday and nearly up to the highest prices reached, about 11 8-8c, Strength on this rally came more from fresh buying by Southern, local, Wall

Domestic Wheat Market Nervous and Unsettled in Early Part of Week.

CONFLICTING INFLUENCES

Spot Cotton and Options for fitting the Prices of Year.

New York, June 17—These was additionable of the New York of the Street of Week.

New York, June 17—These was additionable of the New York of the Street of Year.

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New York, June 17—These was additionable of the New York of the New Y

# LONG'S

original growth Pine and Oak Wood are lower than they have been in ten years.

Phones 1069 and 1320 or come to 1201 West Broad Street and

TRAVEL

S. M. ADSIT, General Passenger Agent.

Vernor's Ginger Ale

W. Minor Woodward ... Stewart M. Woodward

summer prices on free burning Anthracite and Large Lump Coal and

Virginian Railway Club Car Service

Meals a la Carte

Polk Miller's, 834 E. Main.

WOODWARD & SON, Rough and Dressed Lumber, Sash, Blinds and Doors, Ninth and Arch, - - RICHMOND, VA.

LITHIA FONTICELLO WATER

Financial.

Financial.



TRAINS LEAVE RICHMOND.

N. B.—Following schedule flyures published as incrementon and not guaranteed:
6:20 A. M. Dally.—Local for Charlotte.
10:45 A. M.—Dally.—Local for Charlotte.
10:45 A. M.—Dally.—Limited, for Local for Dally.—Limited, for Sulf.
11:45 P. M.—Dally.—Limited, for all the
South. Pullman ready 9:30 P. M.
YORK RIVER LINE.
4:30 P. M.—Ex. Sunday.—Keyaville Local.
11:45 P. M.—Monday. Wednesday and Fri.
2:15 P. M.—Monday. Wednesday and Fri.
2:15 P. M.—Monday. Wednesday and Fri.
4:30 A. M.—Ex. Sunday.—Local to West PL.
TRAINS ARRIVE RICHMOZID.
From the South: 7:00 A. M., 9::50 P. M.,
daily (Express).
8:10 A. M., Ex. Sunday; 4:10 P. M., daily (Local).
From West Point: 9:30 A. M., dally: 10:45

Jocai).
From West Point: 9:30 A. M., dally; 19:45
M., Wed. and Fri.; 5:46 P. M., Ex. Sun.
S. E. BURGESS, D. P. A.,
920 E. Main St. Phone 455.

Norfolk & Western Railway Nortolk & Western Kailway

ONLY ALL RAIL LINE TO FORFOLK
Echedule in Effect June 20 1509.

Leave Byrd Street Station, Richmond,
FOR NORFOLK: NS:10 A. M., a8:00 A. M.,
a8:00 P. M., b7:00 P. M. For LYNCHBURG AND THE WEST: b8:10 A.
M., a9:00 A. M., \*12:10 P. M., \*9:06 P. M.
Arrive Richmond: From Nerfolk—Dil:15 A.
M., a11:40 A. M., a6:50 P. M. b9:45 P. M.,
10:45 P. M. From the West—\*7:00 A. M.,
\*2:05 P. M., a6:50 P. M., b8:09 P. M.,
Dally. a Da, ex. Sun, b Sun, only.
Pullman, Parlor and Eleping cars, Cate
Dining Cars,
W. B. BEVILL,
G. P. A., Rosnoke, Va. D. P. A., Fichmond, Va.

Richmond, Fredericksb'g & Potomac R. R. TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond | Arrive Richmond \*\*6.50 A.M. Byrd St. Sta. \*\*7.50 A.M. Byrd St. Sta. \*\*6.40 A.M. Main St. Sta. \*\*18.56 A.M. Byrd St. Sta. \*\*8.40 A.M. Byrd St. Sta. \*\*211.06 A.M. Elba Station 12.01 P.M. Byrd St. Sta. \*\*211.6 P.M. Byrd St. Sta. \*\*21.60 P.M. Byrd St. Sta. \*\*24.65 P.M. Byrd St. Sta. \*\*24.65 P.M. Byrd St. Sta. \*\*4.00 P.M. Main St. Sta. \*\*5.15 P.M. Main St. Sta. \*\*5.20 P.M. Byrd St. Sta. \*\*5.20 P.M. B

ASHLAND ACCOMMODATIONS—WEEKDAYS. Leave Elba Station—7.80 A.M., 1.45 P.M., 6.80 P.M Arrive Elba Station—6.40 A.M., 10.40 A.M., 5.30 P.M \*Daily. † Weekdays. § Sundays only. All trains to or from Byrd Street Station stop at Elba. Time of strivals and departures not guaranteed. Read the signs.

Chesapeake & Ohio Railway

9:00 A. 4:00 P. Fast daily trains to Old Peint, 7:10 P. Newport News and Norfolk, 7:10 P. Newport News and Norfolk,
7:10 A.—Daily, Local to Newport News,
5:00 P.—Daily, Local to Old Point,
12:00 Noon—Week days. "Mountain Special"
to Hinton.
2:00 P. (Daily Louisville, Cincinnati, Chi.
11:00 P. (Caso and St. Louis Pullman, St.
8:80 A.—Daily, Chvillle, exc. Sun, Staunton,
5:15 P.—Week days, Local to Fredericks
Finil.
10:00 A.—Daily. L'burg, Lex., C. Forge,
5:15 P.—Week days, To Lynchburg, Natural
Bridge and Clifton Forge,
TRAINS ARRIVE RICHMOND,
Local from East—3:25 A. M., 8:25 P. M.
Through from East—11:40 A. M., 7 P. M.,
10:30 P. M.

Local from West-8:80 A. M., 7:45 P. M. Through-7:30 A. M., 3:45 P. M. and \*6:50 9. M. P. M. James River Line—\*8:35 A. M., 6:50 P. M. \*Dally except Sunday.

Richmond and Petersburg Electric Railway Care leave Matchester, Seventh and Perry treets, for Petersburg: \*6,7,8,\*9,10,11,\*12,P,M.,1,2,\*5,4, ,\*\*5:46,\*6,\*6,7,3,\*5,10,P,M. 11,P,M. for Chester, 12 midnight for

11 P. M. for Chester; 1a midnight for Petersburg.

Cars leave Petersburg. foot Sycamore Street, for Manchesteri

6:55, \*\*7:15, \*\*135, 8:35, \$:35, \*10:35, 11:35,

A. M., 12:35, \*135, 8:35, 8:35, \*10:40, 11:40 P. M.

\*\*Carriers baggage and express.

\*\*Limited, except Sundays and holidaya,
All cars from Petersburg connect with cars for Richmond.

cars for Richmond.

RICHMOND AND CHESAPEAKE BAY

RAHLWAY COMPANY.

Summer schedule of electric trains to
and from Ashland, stopping at intermediate stations upon signal. Lv. Richmond
(Broad and Laure) Sts.); \*6.55 \*710, 810,
810, \*10, 710, 810, 1010, 1115 P. M. Liu,
Ashland: \*6.55, \*7, 8, 9, 10, \*\*11 A. M.,
\*12 M., \*\*12, 2, 8, 8, 5, 4, 7, 8, 11 P. M.,
\* Daily axcent Sunday, \*\*1 Sunday, caly



1104 EAST MAIN STREET

# Notice!

City Auditor's Office, Richmond, Va., June 14, 1909. HOLDERS OF BONDS OF

the city of Richmond maturing July 1, 1909, are hereby notified to present them at this office for REDEMPTION when due, as they will cease to bear interest from that date.

EDW. J. WARREN, Auditor.

# **MONEY TO LOAN**

Life Insurance Co. of Virginia on desirably located business or residence proper For terms and conditions call on or address.

Mr. J. T. LAWRENCE, HOME OFFICE, RICHMON D. VA

Whether you want to open an ac-Tho Savings Bank of Richmond R. A. PATTERSON, President, JAMES M. BALL, Cashier.

"Strong as the Strongest."

## Railroads.

SEABOARD AIR LINE. P. M.—Sleepers and coaches, Atlanta, 12:25 mingham, Savannah, Jacksonville and Florida points, 10:10 P. M.—Sleepers and coaches Savannah, Jacksonville, Atlanta, Birmingham and Memphis, Northbound trains scheduled to arrive Richmond dally: 5:30 A. M., 5:05 P. M., 5:45 P. M.

Steamboats.

**OLD DOMINION LINE** 

HUDSON RIVER NIGHT LINES

PEOPLES
Steamers C. W. Morse and Adrondack leave Pier 32, N. R., foot of Canal St., New York.

New York.
Albany
Albany
LINE
New York at 6 P. M., Week days and Sundays.

New Steamers 7:30 P. M., week days and Sundays.

days and Sundays.

CITIZENS

New Steamers Trojan and
Ensaelaer leave Pier 46.

LINE

N. R., foot of West 10th
St., N. Y., at 5 P. M., daily,
Service during July and
August.

SPLENDID ACCOMMODATIONS, UNEX:
CELLED CUISINE, SERVICE THE BEST.
Direct connections at Jibany or Troy with
express trains for points North, least and
West.

Tickets secured at a street and services trains for points of the service of the service services and the services trains for points of the services tr Tickets secured at principal ticket offices and R. R. stations.

# Cheap Passage to Europe

The steamship "Wensleydale," sali-ing from Norfolk about August 8; to be followed by the steamship "Lang-dale" and the steamship "Swaledale" at intervals of three weeks. These steamers are exceptionally well provided with all modern conveniences, Inspection invited.

\$50.00 Single Pawage, \$50.00 Round Trip. For information and particulars ap-

Ply FURNESS, WITHY & CO., LITD., Law Bldg., Norfolk or Newport News.